

The Scranton Tribune

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SCRANTON, JULY 18, 1898.



REPUBLICAN NOMINATIONS.

STATE.

Governor—WILLIAM A. STONE. Lieutenant Governor—J. P. S. JOBIN. Secretary of Internal Affairs—JAMES W. LATTI. Judge of Superior Court—W. W. PORTER.

LEGISLATIVE.

Senate. Twentieth Dist.—JAMES C. VAUGHAN. House. First District—JOHN R. FARR. Fourth District—JOHN F. REYNOLDS.

COLONEL STONE'S PLATFORM

It will be my purpose when elected to so conduct myself as to win the respect and good will of those who have opposed me as well as those who have given me their support. I shall be the governor of the whole people of the state.

These sultry summer days, when thousands of persons are eager to enjoy the cooling shade of Nay Park, it is evident that if the city of Scranton is going to make that tract of land a park in fact in time to be of full benefit to the present generation it had better bestir itself.

The Big Development of the War.

A little later, when the excitement of war shall have subsided, intelligent Americans will recognize as worthy of exceptional admiration a new war hero whose dimensions will grow the more carefully his official character and achievements are studied.

He went into office with many members of his own party distrustful, not of his ability, experience or sincerity, but of his firmness. There were those who feared that while he had the best of intentions he might yield unduly under pressure and end in vacillation.

But in the three great tests which have thus far come to him he has surpassed, not only the general expectations of the country but even the specific and well-calculated anticipations of his friends.

A second test came when, with the war spirit lusting in all hearts in congress and overwhelming every man at the capital who tried to resist its imperious rush he nevertheless foresaw the character of the struggle and its conditions with such a nicety of understanding that he guided this outburst into safe channels and saved not only our diplomacy but also our army and navy from inestimable embarrassment.

Recognition of the Cuban provisional republic, as all persons can see now, would have been a deeply-regretted mistake. But for William McKinley that mistake would have been made by a two-thirds vote in both branches of congress.

The third test, though less exciting, was still more exciting but it also found him amply qualified. At Santiago a desperate attack had been temporarily checked by tremendous slaughter, numbers considered. The American forces, waist-deep in watery trenches, alternately chilled and broiled in the capricious weather of a tropical rainy season, had begun to succumb at a terrifying rate to malaria and dreaded yellow fever.

William McKinley apparently needs responsibility to enable him to climb the heights of patience, prudence and wisdom. He is the one big development of the war.

Sunday seems to be the American's lucky day. And we don't believe this is mere accident, either.

Remarkable Trade Figures.

The record of this, the most remarkable year in the commerce of the United States, which has just been completed by the Bureau of Statistics, becomes especially interesting when compared with that of preceding years. Not only does the year's record surpass that of any previous year in the total exportations and the exports of manufactured articles, but for the first time in the history of the country the exports are twice as great as the imports, and the exports of manufactures exceed the imports of manufactures.

The value of the exportations of the fiscal year 1898 is more than seven times that of 1865, four times as much as in 1869, twice as much as in 1877, sixty per cent. more than in 1887, twenty per cent. in excess of the great commercial year of 1892 and \$100,000,000 more than the greatest year of our export trade, 1897. The balance of trade in our favor is more than double that of any previous year and nearly equal to that of the past five years combined.

When to this is added the fact that the imports of merchandise of the year are less than in any year since 1885, and with this single exception, less than in any year since 1859, it becomes apparent that the record of the fiscal year 1898 is an altogether unusual one.

The balance of trade in our favor in the year under consideration is \$616,259,624 against \$286,263,144 in 1897, \$261,661,666 in 1896, \$259,712,718 in 1895, \$257,814,234 in 1894, \$237,145,550 in 1893 and \$202,875,886 in 1892, while no other year, except these mentioned, ever reached the \$200,000,000 line in its balance of trade, or "excess of exports over imports" as it is termed by the official reports of the Bureau of Statistics.

Indeed, it is only since 1875 that the balance of trade has been as a rule in our favor. From 1871 to 1876 there were but sixteen occasions in which the exports of the year exceeded the imports. Since that time, however, the balance of trade has been almost constantly in our favor, only three years, 1888, 1889 and 1893, showing an excess of imports of merchandise over our exports.

The excess of imports over exports in the 85 years prior to 1875 was \$2,215,404,610, while the excess of exports over imports since that time has been \$3,191,268,300. Thus the centennial year seems to have been a turning point in our commercial relations with other parts of the world.

In the 85 years prior to that date the balance of trade was almost constantly against us, but since that time has been almost constantly in our favor. Agricultural productions, of course, form a large proportion of the exportations of this greatest year in the history of our commerce, yet they do not form as large a proportion as in many preceding years. Only 71 per cent. of the exportations of the year 1898 are products of agriculture, while in 1894 they were over 72 per cent. of our total exports; in 1893, over 74 per cent.; in 1892, over 78 per cent.; in 1891, more than 82 per cent.; and in 1880, more than 83 per cent. of the total exports.

the people of Santiago are pretty sure one day to petition to make it permanent.

Our Superiority in Men.

The Chicago Inter-Ocean gives credit where it is due when it calls attention to the fact that our wonderful naval victories have been due not only to the "men behind the guns" but as well to the men who man the engines. It adds with timely justice:

"In this country it is not a disgrace for a man to soil his hands or his clothes in work about machinery. There is no reluctance on the part of the best trained and ablest experts to come to close quarters with engines and machinery. The chief engineer of a vessel ranks with the captain. He and his assistants often play as important a part in the efficiency of a vessel as the captain and the men behind the guns. If the Oregon had not been well officered in its engineer department that battleship never could have made the extraordinary journey around the continent. If the engineers of all our battleships in front of Santiago had not been of the very best, if they had not had control of the machinery that contributes to the speed of war vessels, and if they had not been moved by enthusiasm as ardent and by courage as high as the men who were doing the fighting, the Brooklyn and the Oregon would not have overtaken the fast cruisers of the Spanish fleet."

"The truth is that the work in the engineer department is up to the very highest standard in American warships. Engineers take as much pride in their work as the captains and their subordinates. As many inducements are offered to high-class young men to enter the engineer department as to enter any other. It is not so in the Spanish navy. The Spaniards of the military or naval class do not take kindly to what they describe as the dirty work about a ship. On many of the Spanish vessels the engineers have been educated abroad and have less interest in their work than if they were Spaniards. In our navy the engineers are full of the American spirit and are as proficient as the schools and experience can make them."

"In every engagement in which the American fleet has participated there has been enthusiasm from the lowest man to the highest. Correspondents on board the great battleships say that every man seems to be in love not only with the ship itself, but with every foot of space that is associated with his duty. With the finest of modern guns, with the best gunners, with the latest improvements in propelling machinery, and with engineers as fond of a horse, our navy has not only great fighting power but great sea-worthiness. The ships are handled well because they are manned and officered as are few other ships in the world."

"Under the circumstances it is not unreasonable to expect as a result of this war that American ship yards and American constructors of machinery will hereafter do a rushing foreign business."

The Curious Graham.

There has been some commotion caused both here and in England by an extraordinary letter written by Mr. Cunningham Graham to the London St. James Gazette. Graham alleges that the gunners on our fleet at Manila were Englishmen, kidnapped in some mysterious way out of the English navy. Captain Crowningshield has taken the trouble to contradict this idiotic statement. Graham is probably as perfect a specimen of the political degenerate as exists. He was elected to parliament and retained his seat for a short time. In the house of commons he developed into an unmitigated bore and nuisance. He posed as an extreme socialist. As a matter of fact he is a Scottish laird and likewise a very wealthy man, who makes some pretension to royal descent and keeps strict account of his own filthy lucre however ready he is to confabulate for others. He was committed to jail for six weeks during his parliamentary career for leading a mob of desperadoes in Trafalgar square and as a consequence forfeited the favor and confidence of respectable Englishmen. His sympathies are with the Spaniards because he once lived for a considerable time in Spanish America. A Scotchman, he married a Spanish lady. An atheist, he collaborated with his wife in writing the life of St. Elizabeth, a Spanish saint, a very extraordinary woman, the reformer of the religious order of Carmelites, and a transcendental thaumaturgist and mystic in an age of mysticism and belief in miracles. Graham is not so foolish as he acts, nor so idiotic as he writes. He could tell you a good deal about Spanish Fours.

THE BRAVE AT HOME.

We do not send them all away—Our bravest and our best—When the battle-cry is sounding And the eagle leaves its nest. There are brave battalions marching, And the heroes face the roar Of the guns that belch their lightning In the thunderstorms of war.

When they march away to glory, When the flag above them waves When the nation sends its greeting To the valiant and the brave, There are tender hearts waiting, There are brave ones left behind, As the bugle's note of sorrow Waits its music on the wind.

'Tis a woman's way to struggle In the silence of her grief; 'Tis the childheart's tender habit— In her dreamland make-belief— To behold the days with courage And to live throughout the night With a tender word of hope For the breaking of the light.

Fit Rewards for Our Naval Heroes

From the Philadelphia Times. IF THE WAR were to close today, or at any time in the future without any additional great victory achieved by the navy, the next to universal judgment of the people of the whole country would be that Rear Admiral Dewey should be crowned Admiral as the great naval hero of the war, and that Commodore Schley should be made Rear Admiral with the thanks of congress. There are scores of lesser heroes developed in the war, but none have made the public familiar with the names of Hobson, Wainwright and others, and there are thousands who rank as the "men behind the guns" who will go into history as the great naval heroes of the struggle, are Rear Admiral Dewey and Commodore Schley.

Admiral Dewey has had the most difficult and delicate duties to perform of any officer in the army, or navy. He startled the world by his destruction of the Spanish fleet in Manila harbor without the loss of a man or serious injury to a vessel, but grand Admiral Dewey was in directing a great naval battle, he has shown himself ever grander in maintaining the honor and preserving the peace of the world by the most masterly diplomacy. It is an open secret that the large German fleet in the Philippine waters is not only a menace to Admiral Dewey, but a menace to the peace of the country. A single thoughtless act or unguarded expression on the part of Admiral Dewey would make a landing and hoist the German flag on the Philippines. While the German navy officers have been constantly on the alert and at times extremely offensive, he has held them with a steady hand by his matchless skill in defeating their purpose without giving the semblance of cause for hostilities or complaints.

Under the pretext of protecting the German citizens in the isolated towns of Luzon, the capital island of the Philippines, Admiral Dewey has had to deal with the Germans by every possible excuse for intervention. He has restrained Aguinaldo, the insurgent leader, to the point of compelling him to raise the flag of civility, and the Germans now well understand that Admiral Dewey and our army will protect all classes and conditions in the Philippines, if the Germans do not thus under the pretext of protecting the very few German citizens who are there, land a force in Manila in advance of the amount of the German fleet, they would have the vantage ground of possession and would be a factor in dictating the terms of peace so far as the Philippines are involved.

Being defeated at every turn by Admiral Dewey in their efforts to find a pretext for landing a force in Manila, the German fleet assumed the responsibility of protecting the Spanish garrison in the city of Manila. They were threatened with capture by the insurgents. When advised of this attitude of the German fleet Admiral Dewey immediately ordered the Raleigh and Concord, two of his minor war vessels, to proceed at once to Isla Grande and attack the Spanish fortifications and compel the withdrawal of the garrison. When the Raleigh and Concord arrived in Subig Bay the German warship Irene was there performing its assigned task of protecting the Spanish garrison from the insurgents, but when Admiral Dewey's warships entered the bay to attack the Spanish garrison, the Irene was immediately surrendered to Dewey's officers.

We regard Admiral Dewey's achievements in diplomacy as even surpassing the battle with Montijo's fleet, that stands unexampled in the naval conflicts of the world. He once was on his battleship in action, his mastery in dealing with the complicated international questions constantly confronting him must rank him as one of the great naval officers of the United States and second to none in any nation; and when the war shall close and this government shall come to take account of the achievements of its heroes, the name of Admiral Dewey must lead all others in naval honors.

The people of the nation know but one other great naval hero, and he is Commodore Schley. He directed from start to finish the operations of the "Albatross" in his attempt to escape from Santiago, and destroyed every vessel under his command. Not only did he command the fleet with supreme skill, but his flagship, although one of the weakest of our great war vessels, did more hard fighting and more damage to the Spanish fleet than any other vessel that was engaged. His flagship was struck by the enemy more frequently than all the other vessels combined. He was the only vessel that was able to aid in the final destruction. No matter what the naval regulations may require in recognizing Admiral Sampson as the commander of the fleet, the consideration of the American people there is but one great hero of the naval battle at Santiago, and he is Commodore Schley.

GENEROUS ADVERSARIES.

"Holland," in Philadelphia Press. Chaplain Jones, of the Texas, who is at the hospital at the Brooklyn Navy Yard, had an opportunity on the trip of the St. Louis from Santiago to Portland, N. H., to see a good deal of Admiral Cervera and of the other officers of the Spanish squadron who were brought north by the St. Louis. In a conversation this morning with Chaplain Jones, he said that some misapprehension had been caused by remarks attributed to Admiral Cervera, and that he could not have made, in the first place, Mr. Jones says, the admiral does not speak English or at least speaks with the greatest difficulty and by a few words. No matter what his made for publication were interpreted nor was the admiral asked by any one to say anything for publication excepting by one of the junior officers of the St. Louis. That is also true Mr. Jones believes, of the other officers, excepting, perhaps, in one instance. Two of the captains speak English fluently and the admiral's son also speaks English fairly well, and it may be that some things that Admiral Cervera said were in fact reported second-hand, so that they at least reached the public through the medium of the newspaper.

Mr. Jones, however, has visible proof of a meeting which he had with the admiral and with some of the higher officers of the Spanish squadron as well as the priests who were also brought north. In a note-book or diary he has the autographs of the admiral and the captains, and he also possesses evidences of conversations by means of interpreting. He wrote in English a statement to the effect that the admiral and the captains and the noble generosity which the American officers of the Texas being greatly impressed by the bravery of Cervera and his subordinates prepared a subscription paper with the view of collecting funds enough to buy a silver service and present it to the admiral as a tribute of the respect which his courage has earned. This statement was translated into Spanish and the notebook containing the original and the translation was then handed to the admiral. He read it and seemed greatly impressed. Then he wrote in Spanish his reply and that having been translated into English one of the officers was given to Chaplain Jones. He expressed the deep sense of gratitude and regard for the very high honor which the admiral and the captains of the Texas officers propose in this suggestion that a visible testimonial be presented to the admiral. He added that he should keep it as one of the proudest mementoes of his life, and as an enduring proof of the generosity, the manliness and the high qualities characteristic of the officers of the American Navy.

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